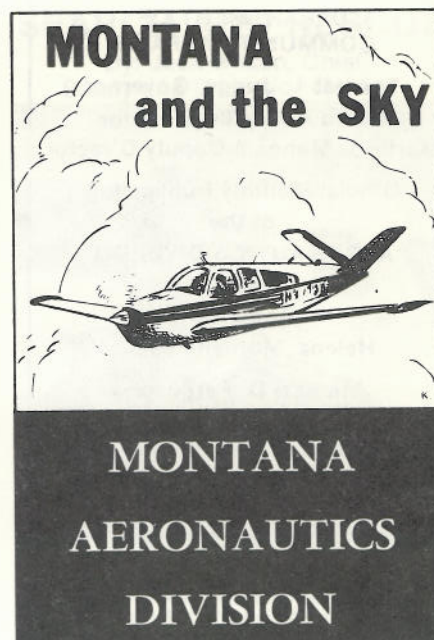




Jack Lawson, Billings Chamber of Commerce, testifying at the Aeronautics Board Hearing on Star Aviation's application for a Certificate of Public Convenience and Necessity, Helena, MT, December 15, 1977.



VOL. 29, NO. 1

JANUARY, 1978

## MATA ANNUAL CONVENTION

The Montana Aviation Trades Association annual convention will be held in Great Falls at the Heritage Inn, March 1 through 4, 1978.

The four day convention will feature many interesting speakers with current information for fixed base and ag operators. Guest speakers will include a representative from NASA; Alfred Dahl, National Agriculture Aviation Association President; K. C. Spencer, Exxon; Mike Ferguson, Montana Aeronautics Division; William Exner, aviation specialist for Insurance Company of North America; Jack Grebb, National Aircraft Dealers Association; Don Hawkins, President of Hawkins Avionics; Bernie Geier, FAA, and more.

There will be luncheons, a banquet, social hour, cocktail hour and entertainment for the ladies.

MATA is extending an invitation to the Montana Pilots Association members to join them Friday evening for the cocktail hour and banquet.

For further information contact Convention Chairman Martin L. Elshire, c/o Aerotronics, Inc. II, R.R. 4, Box 242B, Great Falls, MT 59405, phone 452-0081.

A block of rooms has been set aside for MATA at the Heritage Inn. Reservations must be made by February 15 to be assured of a room.

## FORMER BOARD MEMBER DIES



We regret to report that Leo K. Collar died in December.

Mr. Collar served on the Board of Aeronautics from July, 1973 through December, 1976.

A native of Lincoln County, he was born in Eureka, attended Rexford and Sheldon Canyon elementary schools, graduated from Lincoln County High School, Eureka, in 1933. He attended Montana State University in Missoula for two years, and one year at Edison Vocational College in Seattle prior to joining the army in 1940.

He spent 4½ years in the army, 3½ years in the European Theatre, was awarded a field commission in 1943 and discharged in 1945.

He was in the grocery business in Rexford from 1948 to 1969. He served many years as county commissioner of Lincoln County, was chairman of the Lincoln County Board, chairman of District 10, was a director on the board of Lincoln Electric Coop, Inc. and served on the board of Inter-Bel Telephone Coop.

Mr. Collar was a licensed pilot, and was active for many years in the Civil Air Patrol and Tobacco Valley Flying Club.

## SURVIVAL COURSE

A winter survival course will be offered through Upperwest Aviation, Inc. to interested persons this winter. Exact dates have not been set at this time. A maximum of twelve (12) students will be taken in each of the two separate courses that will be offered about the third weekend of January and the second weekend of February if there is enough interest.

The course consists of a 2½ hour classroom course covering personal survival methods and a 21½ hour actual outdoor course which will simulate a forced landing of an aircraft in remote country.

(Continued on Page 7)



**DEPARTMENT OF  
COMMUNITY AFFAIRS**

**Thomas L. Judge, Governor  
Harold A. Fryslie, Director  
Martin T. Mangan, Deputy Director**

**Official Monthly Publication  
of the**

**AERONAUTICS DIVISION**

**Phone 449-2506**

**Box 5178**

**Helena, Montana 59601**

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**MONTANA AND THE SKY** is published monthly in the interest of aviation in the State of Montana.

Second-Class postage paid at  
Helena, Montana 59601

Subscription \$1.50 per year

Edited by: Bernice M. Peacock

THURBER'S  HELENA

**1978 AIRPORT  
DIRECTORY  
AVAILABLE**

The 1978 Airport Directory should be received from the printer this week. This year the directory has over 230 changes from the 1977 edition.

You can order your new airport directory from this office. The loose leaf binder costs \$1.00 and the new insert is also \$1.00.

**AIRPORT CAFE  
CLOSED**

The Lewistown Airport Cafe closed for the winter on December 21. The management reports that the cafe will reopen on April 1, 1978.

**ADMINISTRATOR'S  
COLUMN**



**ADMINISTRATORS  
COLUMN**

The Aeronautics Board held the Star Aviation Hearing on December 15. Star Aviation has applied for a Certificate of Public Convenience and Necessity to serve Billings from Gillette, Wyoming with one stop at Sheridan on a twice daily schedule. Star Aviation presently is serving Gillette nonstop from Denver and although they plan to use different aircraft on the two routes, their proposed schedule will provide connections at Gillette for Denver travelers. The hearing officer, Mr. Tom Kiely, Butte attorney, will make his findings and recommendations available to the board at their upcoming meeting in Bozeman January 20. The board will deliberate the findings and make a decision at that time.

\*\*\*\*\*

On January 19 the Aeronautics Board, along with the West Yellowstone Aviation Committee, will interview and choose a consulting firm to conduct a year round operations feasibility study on Yellowstone Airport. There has been a great deal of interest in opening the Yellowstone Airport for winter operations. Before such an undertaking could even be considered, a feasibility study is felt necessary. Such a study is eligible for 75% funding by the FAA Planning Grant Program.

\*\*\*\*\*

A meeting was held January 6 between Governor Judge and persons representing aviation interests to discuss FAA's plan to cut back and close

most of the FAA flight service stations in Montana.

Those presenting their views were Herb Sammons, Montana Pilots Association representative serving on the Aeronautics Board; Fred Lark, representing the Lewistown Hangar of the MPA and owner of KXLO Radio Station in Lewistown; Roger Gregson, Lewistown MPA and professional pilot from Lewistown; and me.

The group expressed their concern and opposition to the FAA's attempt to close these flight service stations. They fear serious degradation of safety and loss of service will be the result of the flight service station closures. The flight service stations in jeopardy are Cut Bank, Miles City, Lewistown, Livingston, Butte, Missoula and Helena.

A meeting has been set up January 30 in Washington, D.C. with Brock Adams, Secretary of the Department of Transportation; Langhorne Bond, Administrator of the FAA; and the Montana Congressional delegation. A Montana group representing chambers of commerce and Montana pilots from Havre, Miles City, Deer Lodge, Dillon, Cut Bank, Livingston, Missoula and Lewistown, will attend, as well as Herb Sammons and I. Governor Judge has pledged his support and will attend the meeting.



**CALENDAR**

**February 19, 1978** — Grand Opening, Gallatin Field Terminal Building, Bozeman.

**March 1, 1978** — Deadline, Aircraft Registration.

**March 1-4, 1978** — MATA Annual Convention, Heritage Inn, Great Falls.

**March 3-4, 1978** — Alberta Flying Farmers Convention, Red Deer Lodge, Red Deer, Alberta, Canada.

**March 6-10, 1978** — Montana Aeronautics Flight Instructor Refresher Course, Helena.

**March 16-17, 1978** — Montana Aeronautics Board Meeting, Helena.

**April 1, 1978** — Reopening of Airport Cafe, Lewistown Airport, Lewistown, Montana.

**June 1, 1978** — Reopening of Yellowstone Airport.





## SOLOS ON 16TH BIRTHDAY

Todd Wolterman followed a family tradition when he soloed on his 16th birthday in the above-pictured J3 Piper Cub. His flight instructor was his father, Gary, who also soloed in the same plane on his 16th birthday. His grandfather, Git Wolterman, soloed in the plane in 1955. Todd's great grandfather rode in the craft also, making Todd the fourth generation to fly in the Cub. Gary's sister Mary Lou and brother Ron also have soloed in this plane, making it a family custom.

Among the many other people who have soloed in this Cub in the 22 years the Woltermans have owned it is Mike Ferguson, Administrator of the Aeronautics Divisions.

## MONTANA AIRPORT MANAGEMENT ASSOCIATION MEETS

The Montana Airport Management Association held its 18th Annual Meeting at the Holiday Inn in Great Falls December 8-9, 1977. Among the items of discussion were pending federal and state legislation, airport revenue sources, and airport police powers.

Officers for 1978 are Dale Norby of Billings, President; Tom Page of Missoula, Vice President; and Dave Kneedler of Montana Aeronautics Division, Secretary-Treasurer. Members of the Board of Directors are Angelo Petroni from Butte Airport; Ted Mathis from Yellowstone Airport; and Hugh Kelleher, Executive Secretary from Helena.

The 1978 meeting will be held in Helena.

## BILLINGS FSS MEETING

By: **Morris Rudlo**, President  
Montana Pilots Association

A meeting was held December 13 in Senator Melcher's Billings office to discuss plans to formally protest the FAA's proposed program to reduce Flight Service Station operating hours or decommission selected FSS's. The positions of the Montana Pilots Association, Montana Aviation Trades Association, Flying Farmers, 99's, Aeronautics Division, and various Chambers of Commerce were presented.

Of prime importance is safety in flying, which is a vital service supplied by the FSS in an area like Montana, Idaho and Wyoming, and curtailing service would have a definitely derogatory effect on all users of the airspace. Because of vast distances, mountain ranges, high and low pressure areas and prevailing winds, weather in these states can vary from beautiful VFR to below IFR minimums in as short a distance as 23 miles (Livingston to Bozeman, Montana).

The group requested that the FAA set out in detail what they propose to replace the current FSS with, so the flying public has a chance to evaluate it.

Plans were made to send a delegation to Washington, D.C. late in January to further discuss the problem.

## SEARCH AND RESCUE

By: **Jack Wilson**, Chief  
Safety and Education Bureau



In the course of aerial searches for lost airplanes in Montana, we advertise on radio and through the news media asking for leads from any person seeing an airplane during the period the lost aircraft could have been flying.

In order to sort out some of these leads it becomes necessary to actually fly quite a way out of the search area to check them out. It would be beneficial if anyone, flying during the day an aircraft is reported lost, could notify the air search coordinator with particulars on their flight. This could cut down actual flying for false leads.

Please, if you are flying on the day an aircraft becomes lost, call the nearest search coordinator or the Montana Aeronautics Division and give them the time and place you made your flight.



Billings FSS Meeting, December 13, 1977



## SUNBIRD AVIATION, INC.

By: Ted Mathis



This month we visited Sunbird Aviation which is located at Bozeman's Gallatin Field. Sunbird is a relatively new operation, having opened in August, 1977.

This beautiful new facility has over 4500 square feet of hangar, office and classroom space. Sunbird is a complete fixed base operation offering 80/87, and 100 octane av-gas as well as jet fuel. They sell Piper aircraft, fly charter, and give all types of flight instruction in both single and multi engine aircraft.

Although Sunbird is a new flying service, their staff certainly isn't new to the business. Bob Craig is President of the company. Bob has been flying in Montana for the past 15 years and has well over 5000 flight hours. He holds a commercial pilots license, single and multi engine, flight instructor, instrument instructor, and ground instructor rating.

Gregg Mecklenburg is Vice President of the company. Gregg has been flying for over seven years and has over 4000 hours flight time. He holds a commercial pilots license with flight instructor and instrument ratings and is also a glider instructor.

Chief Mechanic at Sunbird is Cliff Lincoln. Cliff has worked as an aircraft mechanic in the Bozeman area for several years. He's a licensed airframe and powerplant mechanic with Inspection Authorization and a licensed glider pilot. Working with Cliff in the shop is Bill Brown who is also an airframe and powerplant mechanic and a pilot. The Sunbird shop offers all types of airframe and engine repairs.

Sunbird Aviation has plenty of tie downs on their ramps. They can arrange for ground transportation and have heated hangar and engine pre-heat available if needed. They also have unicom on 123.0.

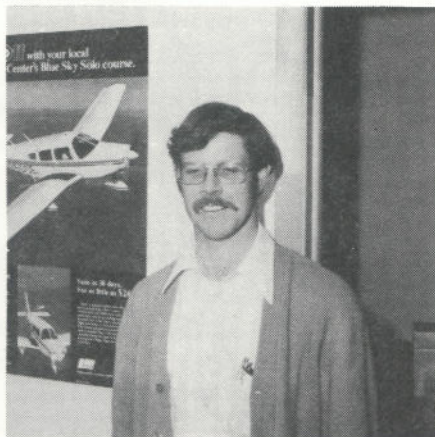
When flying in the Bozeman area stop in and see the folks at Sunbird Aviation.



Cliff Lincoln, left, Chief Mechanic and Bill Brown, work on a twin Commander at Sunbird Aviation, Gallatin Field.



Sunbird Aviation's new Turbo Arrow III stands in front of the new Sunbird Aviation facility at Gallatin Field.



Bob Craig, President of Sunbird Aviation, Gallatin Field.



Edie Sullivan, Receptionist, at Sunbird Aviation. Edie is also a private pilot.



## CENTERLINE

By: Jim White, Chief  
Air Transportation Bureau



### DEW POINT AND FOG

When getting your weather brief before your flight, be sure to check the dew point and temperature spread. The closer together these two are the greater the chance of fog. A difference of just a few degrees and wind below 10 mph indicate the possibility of fog forming.

Fog is defined as "cloud on the ground." It usually forms at night as a result of the air being cooled by the colder ground. It also forms when surface winds carry moisture over colder ground or when rain falls into colder air.

Ground Fog — forms in nocturnally cooled surface air, usually forming first in depressions and valleys as isolated patches. These patches combine to form a layer which deepens until an hour or so after sunrise.

Advection Fog — forms as a result of warm moist air drifting over cold ground or snow, usually in the winter or early spring. It forms rapidly and spreads over extensive areas.

Precipitation Fog — results when warm rain falls into a layer of cooler air. This fog is frequently preceded by broken low scud, or low stratus which thickens to the ground.

Don't plan a night flight where your arrival will be sunrise or shortly after if fog is forecast. If fog is present when you arrive, don't waste gas circling the airport waiting for it to clear. Go to your alternate, which you selected prior to starting your flight.

Airports in valleys will fog in first, those on hills or high ground last.

### LIGHTS ON

Landing lights on may reduce the possibility of bird strikes. Evidence indicates that birds are better able to see and avoid aircraft in the daytime when bright lights, such as landing lights, are on.

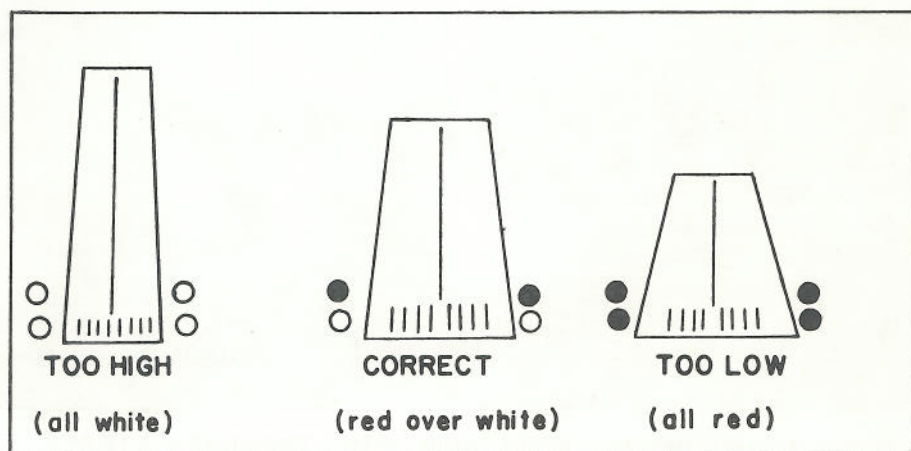
Landing lights on makes an aircraft more conspicuous, thereby improving the "see and be seen" concept of collision avoidance. It also makes it easier for a tower controller to spot an aircraft when operating in the vicinity of an airport.

Turn your landing lights on when:

1. Operating within 10 miles of an airport, day or night.
2. Operating in conditions of reduced visibility.
3. Operating where flocks of birds may be expected.

### VASI

Many airports are now equipped with Visual Approach Slope Indicators (VASI). The VASI gives visual descent guidance information during the approach to a runway so equipped. The information provided is particularly valuable during approaches at night where obstruction clearance is necessary. Since the system provides passive guidance the benefit derived depends on proper interpretation by the pilot. The diagram illustrates proper VASI use. When both light bars show white, your approach is too high. All red lights mean your approach is too low. When the top light bar shows red and the bottom bar white, you're on the proper approach path. Remember — white over white, never light; red over white — you're all right; red over red, you're dead.



## LETTERS TO THE EDITOR

Editor  
Montana Aeronautics Division  
Newsletter  
P.O. Box 5178  
Helena, Montana 59601

Dear Sir:

This story is submitted for your consideration and possible inclusion as a human interest story for the monthly newsletter. It concerns Francis R. Finnegan of Three Forks, a former student of mine who was licensed as a private pilot a few months ago in 1977.

If there is a unique thing about the story, it would be Francis' age; he is over 60 now. We were curious if he might not be the oldest person to initially receive a private pilot's license in Montana. Be that as it may, he is to be admired for his courage and confidence in obtaining a license at his age. Mr. Finnegan was a good student and a quick learner.

Prior to his retirement in March, 1976, he was a Division Fire Marshall in the Chicago Fire Department. He is currently enjoying flying, selling real estate, working towards a Red Cross instructor's card, and works part-time as a photographer.

Perhaps the thing this says to all of us is: Age is not the passing of so many years, it is a state of the mind.

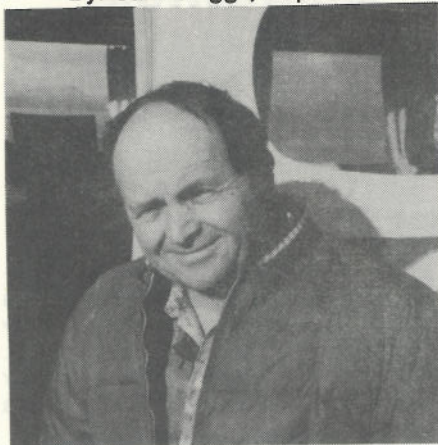
Respectfully submitted,  
/s/ Clint N. Collins, CFI  
P.O. Box 217  
Manhattan, Montana

**ED. NOTE:** Our congratulations and best wishes to Mr. Finnegan.



## AVIATION EDUCATION

By: Sam Griggs, Supervisor



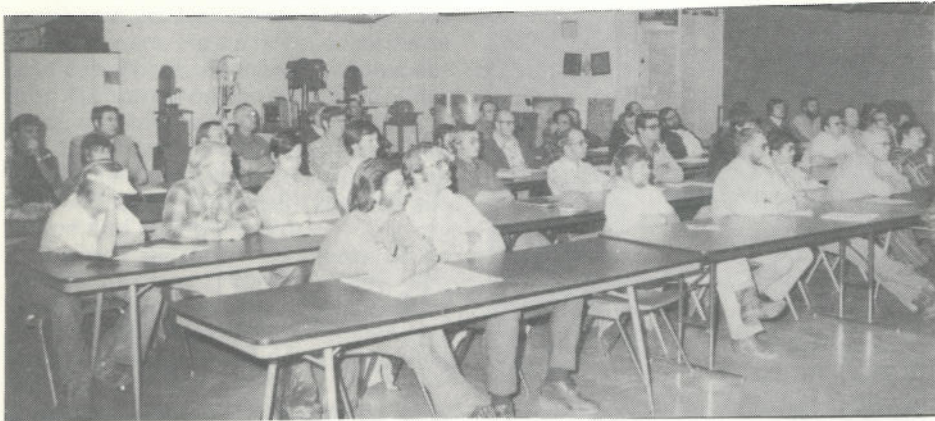
Our annual Aviation Mechanics Refresher Seminar was held in Helena December 13 & 14, 1977.

It was originally scheduled to be held in one of the conference rooms of the Coach House Motel, but with the arrival of over seventy attendees we shortly moved the seminar to one of the Vo-Tech Aviation classrooms. This was accomplished through the benevolence of Einar Brosten, Assistant Director of the Vo-Tech, and his aviation instructors, Bill Chambers, Bill McCurdy, and Harold Keilman. Our thanks go out to them.

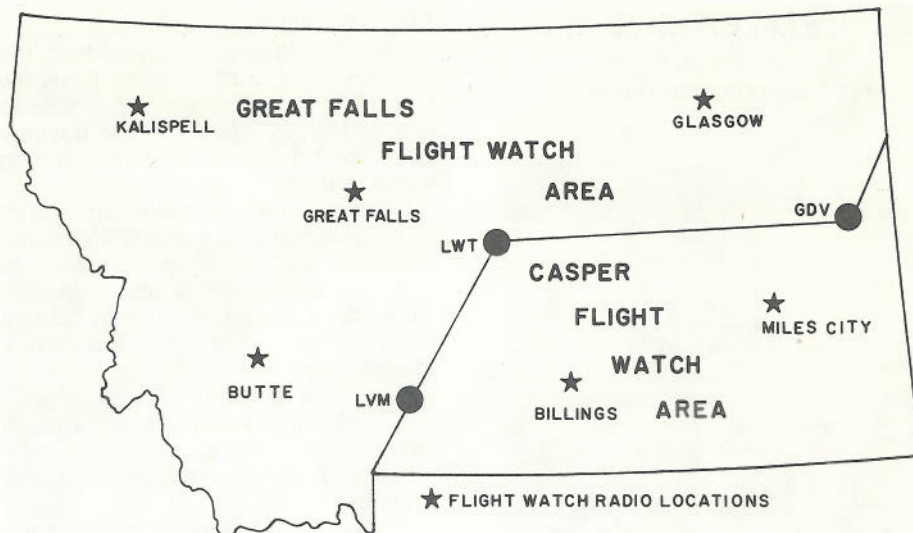
Our speakers were from a cross section of the industry. They represented Magnaflux, Bendix, Piper, Cessna, Continental, Lycoming and aircraft machine shop practices with an old favorite Arnold Nickson.

We also had an aviation consultant from Denver, Raymond Lee, talk on maintenance and hangar keepers liability.

According to the critiques submitted it was a successful seminar.



Aviation Mechanics Refresher Seminar, Helena Vo-Tech, December 13-14, 1977.



## FLIGHT WATCH NOW AVAILABLE IN MONTANA

By: Ted Mathis

The following is an excerpt from a letter sent out by John Williams, Chief of the FAA Flight Service Station in Great Falls.

"A new aviation weather reporting system became available to pilots in Montana on December 8, 1977. We need your help in getting the system in service.

"The system is easy to 'tap' and simple in execution. File your flight plan and obtain your pre-flight briefing through your local source. Report your departure time to the same local source and tune to 122.0 MHz.

"Call Great Falls FLIGHT WATCH and join your new ENROUTE FLIGHT ADVISORY team. Won't it be nice to tune to just one frequency (122.0 MHz) then sit back and monitor the conver-

sations, knowing that you are hearing the very latest weather information from departure point to destination? We want you to stay on frequency so you can receive the very latest updates on weather. We want you to talk with us and keep us informed of your flight conditions and through our combined efforts, we expect to achieve a system which will provide almost constant communications coverage to any destination in the U.S., utilizing the very latest state-of-the-arts support. The system cannot function without the full support of the pilot utilizing the National Airspace. The more utilization, the more value we accrue."

Flight watch is now available throughout the state. The map below shows the approximate service areas for both the Great Falls and Casper facilities and the locations of flight watch remote radio locations. These remotes are co-located with those used for center communication.

The EFAS (Enroute Flight Advisory Service) was designed to operate up to a distance of 80 miles from each site at an altitude of 5000' AGL, however, the system seems to be working better than estimated and in most areas can be picked up as far away as 95 miles and as low as 3000' AGL.

Pilots should be reminded that Flight Watch is not to be used for filing or closing flight plans. It should be used to communicate with the flight watch stations or other aircraft in the area to obtain or give information regarding flight conditions.

Next time you're flying give Flight Watch a call on 122.0.



## "THE OPEN DOOR"

By: Dale Uppinghouse  
Accident Prevention Specialist  
Rocky Mountain FAA GADO 1

The sudden loud pop of an aircraft door opening in flight invariably gets everyone's attention. The pilot finds the right seat passenger in his lap unless the passenger is restrained by a seat belt. If the passenger is restrained, he or she simply leans away from the door at a 45° angle in front of the pilot and yells and screams. Other passengers remain upright and yell and scream. After this first flurry, all passengers look to the pilot, who must then assume a father image. It is an excellent opportunity to make a witty remark.

At no time was anyone in actual danger, though, what with all the commotion, it may have been difficult to communicate this fact to the passengers.

At this time the pilot has a decision to make. Continue to the destination with the door open? Paper cups, hats, charts, etc. will blow around the cabin a lot. The noise is deafening and the heater probably will not maintain a constant 68 degrees. This decision definitely will not cement good passenger/pilot relations.

A second alternative is to close the door in flight. This can be done successfully in most modern aircraft. However, if the right seat passenger is female, certain complexities are involved. Her, uh, well her anatomy may be occupying a position in this small cabin which is normally used by the pilot's arms in the door closing procedure. She may prefer the open door. Discretion is advised.

The third alternative is for the pilot to land nearby and close the door.

Aerodynamically speaking, "Taint no big thing." As to scare stories about the airflow blanking out the tail, the facts don't bear them out. There may be some buffeting at certain airspeeds. Too high a speed may damage the door. Stalling speed may be slightly higher in low wing aircraft.

Be sure to assure the passengers that there is no need for panic. (Good luck in this endeavor.)

One of the most important points for the pilot to remember is that passengers always take their cues from him. If he leaps off the seat and smacks his head on the roof, his passengers will do likewise and require considerable calming down. If, on the other hand, he appears calm and unaffected

and wears a bored expression, the passengers' agitation will be reduced.

To prevent the entire episode, use the pre-flight checklist and make sure the door is securely latched.



## CONGRATULATIONS

### FAA CERTIFICATES ISSUED RECENTLY TO PILOTS

#### STUDENT

James Thomas Nagorski,  
Belgrade

#### PRIVATE

Michael Floyd Anderson,  
Missoula  
Mark Rasmussen, Hogeland  
Richard Thomas Siess,  
Belgrade  
Shannon Vaughn Taylor,  
Bozeman  
Willis Marion Goffman,  
Great Falls

Albert Raymond Poloson,  
Polson

Michael Eugene Naegele,  
Helena

James Allen Martinson,  
Lewistown

Gary Ronald Meyer, Billings

James Michael Grogan,  
Edina, MN

William Edwin Glaser, Billings

Robert Blaine Vorachek,  
Billings

Steven Allen Volt, Billings

Wayne Maurice King,  
Billings

Dale Eugene Henry, Laurel

William Kent Waddell,  
Billings

#### MULTI ENGINE

Russell Duane Cebulski,  
Malta

Daniel Kenneth White,  
Hamilton

Thomas Henry Langel, Belgrade

#### INSTRUMENT

Phillip Martin Dutton,  
Gillette, WY

Thomas Wayne Monforton,  
Great Falls

#### GROUND INSTRUCTOR

Gary Joseph Mogan, Laurel (AGI)

John Richard Clopper,  
Ventura CA (IGI)

(Continued from Page 1)

The objectives of the course are to learn to do more things RIGHT, than wrong to insure personal survival under difficult conditions with a minimum amount of food and gear. Students will be allowed only five (5) pounds of equipment, which includes food, but not their wearable clothing. NO tents, sleeping bags, or woolen blankets are to be used during the course. Matches will not be tolerated either.

Instructors for the course will be Dick Hatfield, ex-USAF arctic survival instructor and USAF Wilderness Ranger, and present Laurel Junior High School counselor, and Carl Kosi, long time Laurel Scoutmaster and Laurel Junior High school teacher. Both have extensive experience in winter survival methods and have gotten over 100 Laurel youths through the course in past years with nary a frostbitten toe, according to Keith Fitchett, Laurel Airport Manager.

Call Upperwest Aviation, Inc., Laurel, MT for additional details at 698-4058.

## MPA NOTES

**ALL HANGARS** — Please submit your news items and photographs to Mike Shore, 2420 Ash Street, Billings, MT 59101 by the 25th of each month for your MPA newsletter. When a meeting is held by your hangar, furnish dates, time, place, etc.

**LEWISTOWN** — A dinner meeting and social hour was held at the Airport Cafe in Lewistown. 1978 officers elected were: Lee Baker, President; M. J. Clinton, Vice President; Mrs. Billie Bass, Secretary-Treasurer.

**GREAT FALLS** — Meetings are held the 2nd Monday of the month and the place is determined monthly. A social hour and film were enjoyed at the November 14 meeting. General Aviation Access to Terminals was discussed, as well as plans for the 2nd Annual Halloween Air Race and the 1978 State Convention.

**BILLINGS** — Billings Hangar was reactivated November 7, 1977. In December approximately 100 MPA's attended the Christmas party at the new Westair, Inc. facility on Logan International Airport.

**BULLETIN** — Directors Meeting to be held in Helena, January 14. The highlight will be proposed closure by the FAA of Lewistown and Livingston Flight Service Stations.



(Continued from Page 7)

#### AIRFRAME MECHANIC

Gary Lee Hoff, Helena  
Dale Edward Powers, Helena  
Mark William Duffy,  
Bozeman

James Edward Sheppard,  
Helena  
Arnold Jack Anderson,  
Helena

#### AIR TRANSPORT

Donald Nick Macaulay,  
Billings

#### MILITARY COMPETENCY

James Howard Mirehouse,  
Butte

## INTERNATIONAL CESSNA ONE-SEVENTY ASSOCIATION

By: Mr. & Mrs. G. W. Rouse

The 170 club was officially formed in 1969 by people who own Cessna 170's in order to keep this great bird flying as inexpensively and as easily as possible. Our main purpose is to furnish a supply of information about service, parts, and flying techniques to our hundreds of members. In addition, we exchange general aviation gossip, insurance and safety data, as well as other "non-essential" information.

Our basic medium of exchange is a quarterly magazine "The 170 News". It is pages of photos, news items, want

ads, articles, and letters. We also send out a newsletter eight times a year to help keep our membership informed.

We as a group have an annual convention in the summers where you can fly in with your family for a week of fun, and relaxation, with a little education thrown in. The location changes each year by vote of the general membership. You may meet pilots from almost anywhere as we now have members in Australia, Europe, Asia, Canada and Africa, as well as all over the Americas.

We as Montana representatives of the International 170 Association would like you to join us in our organization. Please contact us for an application or for further information. We are located at Box 142, Frannie, WY 82423. We want you to join us and our fellow Cessna 170 pilots.

#### MEMBER

#### NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in **research, development, and advancement of aviation**; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."



P. O. Box 5178

Helena, Montana 59601

JANUARY, 1978

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